

In the claims:

Claims 1-16 cancelled.

17. (New) An internal combustion engine, comprising a main exhaust-gas flow; a heat exchanger arranged in said main exhaust-gas flow and having exhaust-air ducts with an exhaust-gas inlet and an exhaust-gas outlet, said heat exchanger having a plurality of cooling ducts with a coolant inflow and a coolant return; a shutoff device provided in said coolant inflow; a gas reservoir connected with said coolant ducts at a high point, and operative so that when said shutoff device is closed and an upper limit temperature of the coolant is reached, gas is directed from said gas reservoir into said coolant ducts and displaces the coolant from said heat exchanger, and the gas is returned to said gas reservoir shortly before said shutoff device is opened; an actuator acting on said gas reservoir; and a control unit connected with said shutoff device and with said actuator and operative so that when said shutoff device is closed and the upper limit temperature of the coolant is exceeded, said control unit acts on said gas reservoir so that gas is supplied from said gas reservoir and the coolant is forced from said heat exchanger shortly before opening of said shutoff device.

18. (New) An internal combustion engine as defined in claim 17, wherein said gas reservoir is formed as bellows having a first face connected with said cooling ducts and a second opposite face on which said actuator acts.

19. (New) An internal combustion engine as defined in claim 17, wherein said actuator is formed as an actuator selected from the group consisting of an electrically operated actuator, a hydraulically operated actuator, and a pneumatically operated actuator.

20. (New) An internal combustion engine as defined in claim 17; and further comprising a bypass provided between said exhaust-gas inlet and said exhaust-gas outlet; a second shutoff device arranged on a branch of said bypass line in order to control said exhaust-gas inlet and said bypass line in a complimentary fashion, so that said bypass line is open to a same degree as said exhaust-gas inlet is restricted and said bypass line is restricted to a same degree as said exhaust-gas line is open.

21. (New) An internal combustion engine as defined in claim 17; and further comprising a catalytic exhaust-gas convertor provided in said main exhaust-gas flow, said heat exchanger being arranged in said

main exhaust gas flow behind said catalytic exhaust-gas convertor in a direction of flow.